

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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MEETING OF THE

MAGLEV TASK FORCE

Thursday, April 10, 2008

10:00 a.m. – 12:00 p.m.

SCAG Offices

818 W. 7th Street, 12th Floor

Conference Room San Bernardino A&B

Los Angeles, California 90017

213. 236.1800

VIDEO CONFERENCE LOCATION:

SCAG Inland Empire Office

3600 Lime Street, Suite 216

Riverside, CA 92501

951.784.1513

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Richard Marcus at 213.236.1819 or marcus@scag.ca.gov.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

MAGLEV TASK FORCE

AGENDA

PAGE #

TIME

"Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee".

1. **CALL TO ORDER AND INTRODUCTIONS** Hon. Lou Bone, Chair
2. **PUBLIC COMMENT PERIOD** - Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.
3. **CONSENT CALENDAR**
 - 3.1 **Approval Items**
 - 3.1.1 **Minutes of the February 14, 2008 Meeting Attachment**
4. **INFORMATION ITEMS**

4.1 Update on the California High-Speed Rail Authority bond language (AB3034) Attachment	Richard Marcus, SCAG Staff	10 mins
4.2 Group discussion on the future of the Maglev Task Force	Hon. Lou Bone, Chair	45 mins
4.3 Coordination with San Diego/SANDAG on Maglev/High-Speed Rail issues	Richard Marcus, SCAG Staff	10 mins
4.4 Future of LAX - Orange County and West L.A. - Palmdale Maglev/High-Speed Rail segments	Hon. Lou Bone, Chair	20 mins
5. **OPEN DISCUSSION**
6. **CHAIR'S REPORT**
7. **STAFF REPORT**
8. **NEXT MEETING**

The next meeting of the Maglev Task Force is not set at this time.

MAGLEV Task Force
of the
Southern California Association of Governments
February 14, 2008

Minutes

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE
MAGLEV TASK FORCE.**

The Maglev Task Force held its meeting at the Southern California Association of Governments, downtown Los Angeles. The meeting was called to order by Hon. Lou Bone, Chair, City of Tustin. There was a quorum.

Members Present

Hon. Lou Bone, Chair	City of Tustin
Hon. Margaret Clark	City of Rosemead
Hon. Bob Hernandez	City of Anaheim
Hon. Keith Millhouse	Ventura County Transportation Commission
Hon. Gene Daniels	City of Paramount
Hon. Christine Barnes	City of La Palma
Hon. Stan Carroll	City of La Habra Heights
Hon. John Beauman	City of Brea
Hon. Greig Smith	City of Los Angeles
Dr. Ron Bates	City of South Gate
Mr. Rick Deming	Caltrans – Division of Rail
Mr. James McCarthy	Caltrans – District 7

Audience Attendees

Danny Wu	City of Anaheim
Ed Thicksten	CCDoTT/CSULB
Greg Nord	OCTA
Arthur Black	LSA Associates
David Akers	CNCA
Bart Reed	Transit Coalition
Dilara Rodriguez	City of Los Angeles
Miles Mitchell	LADOT
Mark Hunter	City of Santa Clarita
Sharad Mulchand	Metro
David Chow	IBI Group
Al Perdon	Orangeline Development Authority

Video Conference

Hon. Alan D. Wapner, Vice Chair	City of Ontario
Hon. Lawrence Dale	City of Barstow
Louis Abiyounes	City of Ontario
Jeremy Goldman	SCAG Staff

Teleconference

Hon. Marsha McLean

City of Santa Clarita

SCAG Staff

Richard Marcus

Jeff Dunn

Joann Africa

Rich Macias

Michael Armstrong

Andre Darmanin

1.0 CALL TO ORDER AND INTRODUCTIONS

Hon. Lou Bone, Chair, called the meeting to order at 10:05 a.m.

2.0 PUBLIC COMMENT PERIOD

There was no public comment.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Minutes of the December 13, 2007 Meeting

Motion was moved, seconded and unanimously approved.

4.0 INFORMATION ITEMS

4.1 Draft SCAG Letter to U.S. Representative Jim Costa (D-Fresno)

Jeff Dunn, SCAG, made a brief presentation of the draft letter prepared by SCAG to U.S. Representative Jim Costa (D-Fresno).

Hon. Lou Bone, City of Tustin, requested that “Maglev” replace the phrase “High Speed Regional Transportation System”, and to change the staff contact to Jeffrey Dunn.

Hon. Alan Wapner, City of Ontario, addressed the importance of including the California-Nevada Super Speed Train Commission (CNSSTC) on the letter and also reminded the members that the letter had been approved at the January 3, 2008 TCC and Regional Council meetings consent calendar. Pending possible minor changes, Hon. Wapner reported it would be presented to SCAG’s Regional Council President, Hon. Gary Ovitt for his signature and distribution.

Hon. Bob Hernandez, City of Anaheim, added that to make a stronger impact, the letter should include the number of jobs created by the High-Speed Regional Transport (HSRT) system.

4.2 Update on the IOS JPA

Hon. Alan Wapner and Hon. Greig Smith, City of Los Angeles, informed the task force that the cities of Ontario and Los Angeles, respectively, approved entering the JPA, and that they are awaiting a decision by the City of West Covina.

Richard Marcus, SCAG, indicated that West Covina's City Council would be considering the matter at their council meeting on February 19, 2008.

Joann Africa, SCAG, answered questions regarding the membership of the JPA, and how SCAG's approval of the JPA came with a recommendation by the Regional Council that the San Gabriel Valley Council of Governments be made a non-voting member of the JPA. SCAG staff concluded that it would apprise the Task Force of future developments relating to the JPA in upcoming meetings.

4.3 Update on the Anaheim Regional Transportation Intermodal Center (ARTIC) project

Mr. Danny Wu, Acting Transit Manager, City of Anaheim, presented members with an overview of the ARTIC project and described ARTIC as a fully integrated regional transportation high capacity transit hub and mixed use development in the downtown area of Orange County. This project was planned almost two decades ago and has the political will to be put forward with the recent renewal of Measure M, the Metrolink backbone, and the growth and development of Orange County.

Mr. Wu further explained that the ARTIC agenda will be an important gateway to regional activity and a major destination outside the county and beyond, with high-speed rail and Maglev trains reducing travel time.

ARTIC will be built on 13.5 acres adjacent to Katella Avenue and the Interstate-5 (I-5) freeway intersection known as the "Orange Crush". The Platinum Triangle Mixed Use District includes:

- West Area – build out of 100,000 residences
- East Area – tourist area, including Anaheim Resort which had 22 million visitors in the year 2007. This area has experienced major investments in hotels, including renovation of the Radisson Hotel, upgrades to the Hilton Hotel, and the development of the Grand Californian Hotel.
- Garden Walk Area – with 400,000 square feet of retail space, including 400 time share units
- Anaheim Center Expansion proposal

The solicitation schedule for the ARTIC project was presented and following are some of the important dates discussed with the members:

- | | |
|------------------------|-------------------------------|
| ▪ February 12, 2008 | Consultant contracts awarded |
| ▪ April – May 2008 | Complete market study |
| ▪ Spring 2008 | Issue RFQ |
| ▪ Late 2008/Early 2009 | Issue RFP |
| ▪ Summer 2009 | Top ranked proposers selected |

Mr. Wu extended an invitation to the members to a luncheon sponsored by the Orange County Business Council and the City of Anaheim, featuring special guest Mary E. Peter, U.S. Secretary of Transportation. This event will take place on Wednesday, February 20, 2008 at The Clubhouse at Anaheim Hills Golf Course. Registration is available online at www.ocbc.org

Hon. Bone requested a copy of the invitation and asked Richard Marcus to forward it to all Task Force members along with a copy of the ARTIC presentation.

4.4 Group Discussions on future Maglev Task Force Activities

Hon. Wapner addressed that because of the huge strain on SCAG staff resources, it was suggested that the Goods Movement, Aviation, and Maglev Task Forces combine into one task force. TCC will look at the suggestions and/or options, and will make its recommendation to the Regional Council at the March meeting.

Dr. Ron Bates, City of South Gate, considers the Maglev Task Force has a very important role for the JPA to develop projects. He suggested putting together some ideas as to why the Maglev Task Force should be kept separate and submit to SCAG for consideration.

Hon. Gene Daniels, City of Paramount, stated he would like to see the Maglev Task Force remain independent and not combined with the other task forces.

Rich Macias, SCAG, highlighted the importance of the Maglev Task Force to emphasize and focus on Maglev technology, IOS and eventual implementation to ensure success of the program.

Hon. Hernandez indicated that he is pushing for Maglev and would like to see a committee formed with the Bay Area, San Diego and Los Angeles.

5.0 OPEN DISCUSSION

Nothing to report.

6.0 CHAIR’S REPORT

The Chair reported the he had received an email with an article regarding the recent announcement made by Chinese authorities of the extension of Maglev for an additional 100 miles. This announcement has sparked protests throughout China claiming that Maglev emits radiation. Mr. Marcus stated he had received assurance from TransRapid that Maglev trains do not emit radiation.

7.0 NEXT MEETING

Hon. Lou Bone adjourned the meeting at 11:55 a.m. The next meeting of the Maglev Task Force will be held at SCAG’s Los Angeles office with date to be determined.

MEMO

DATE: April 10, 2008

TO: Maglev Task Force

FROM: Richard Marcus, Program Manager, Maglev/High-Speed Rail Program
Marcus@scag.ca.gov/213-236-1819

SUBJECT: Update on the California High-Speed Rail Authority bond language (AB3034)

BACKGROUND:

Richard Marcus, SCAG staff, will provide background for informational purposes on the proposed legislative changes to the California High-Speed Rail Authority bond (AB3034).

ASSEMBLY BILL

No. 3034

Introduced by Assembly Members Galgiani and Ma
(Principal coauthor: Assembly Member Davis)
(Coauthor: Senator Steinberg)

February 22, 2008

An act to amend Sections 2704.04, 2704.06, 2704.08, and 2704.095 of the Streets and Highways Code, and to amend Sections 1, 3, and 4 of Chapter 697 of the Statutes of 2002, relating to transportation, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

AB 3034, as introduced, Galgiani. Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.

Existing law, Chapter 697 of the Statutes of 2002, as amended by Chapter 71 of the Statutes of 2004 and Chapter 44 of the Statutes of 2006, provides for submission of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the voters for approval at the November 4, 2008, general election. Subject to voter approval, the act would provide for the issuance of \$9.95 billion of general obligation bonds, \$9 billion of which would be available in conjunction with any available federal funds for planning and construction of a high-speed train system pursuant to the business plan of the High-Speed Rail Authority, and \$950 million of which would be available for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements to those lines.

This bill would make various revisions to the bond act to be submitted to the voters. The bill would refer to construction of a high-speed train

system consistent with the authority's certified environmental impact report of November 2005, rather than with the final business plan of June 2000. The bill would revise the descriptions of route segments of the proposed high-speed train system. The bill would require excess revenues from operation of the high-speed train system beyond the amount needed for high-speed train purposes, as defined by the authority, to be deposited in the General Fund. The bill would require that not more than 10% of bond proceeds be used for environmental studies, planning, and engineering activities, and would require the authority to have a detailed funding plan for each segment of the system that identifies the full cost of construction and the sources of revenues for that segment, prior to awarding a construction contract for the segment. The bill would require the authority to give priority in selecting each specific segment for construction to those segments that require the least amount of bond funds as a percentage of total cost of construction, among other considerations.

This bill would declare that it is to take effect immediately as an urgency statute.

Vote: $\frac{2}{3}$. Appropriation: no. Fiscal committee: yes.

State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 1 of Chapter 697 of the Statutes of 2002,
2 as amended by Section 1 of Chapter 71 of the Statutes of 2004, is
3 amended to read:

4 Section 1. (a) ~~In light of the events of September 11, 2001, it~~
5 ~~is very clear that a high-speed passenger train network as described~~
6 ~~in the High-Speed Rail Authority's Business Plan is essential for~~
7 ~~the transportation needs of the growing population and economic~~
8 ~~activity of this state—~~*The continuing growth in California's*
9 *population and the resulting increase in traffic congestion, air*
10 *pollution, greenhouse gas emissions, and loss of land make it*
11 *imperative that the state proceed quickly to construct a*
12 *state-of-the-art high-speed passenger train network to serve major*
13 *metropolitan areas.*

14 (b) ~~The initial high-speed train network linking San Francisco~~
15 ~~and the bay area to Los Angeles will serve as the backbone of what~~
16 ~~will become an extensive 700-mile system that will link all of the~~
17 ~~state's major population centers, including Sacramento, the bay~~

1 area, the Central Valley, Los Angeles, the Inland Empire, Orange
2 County, and San Diego, and address the needs of the state. The
3 High-Speed Rail Authority, after extensive studies and analysis,
4 proposes the construction of a new high-speed train network that
5 serves major population centers in the state and that links regional
6 and local transit systems to form an integrated transportation
7 network throughout the state. The network will link all of the state's
8 major population centers, including Sacramento, the Bay Area,
9 the Central Valley, Los Angeles, the Inland Empire, Orange
10 County, and San Diego.

11 (c) The high-speed train network proposed by the authority will
12 cost about one-third of what it would cost to provide the same
13 level of mobility and service with highway and airport
14 improvements and will contribute significantly toward a reduction
15 in air pollution and global warming.

16 (d) The high-speed train network, once it is completed and
17 becomes operational, will contribute significantly toward the goal
18 of reducing greenhouse gas emissions and other air pollutants
19 and will help reduce California's dependence on foreign energy
20 sources.

21 (e)

22 (e) The high-speed passenger train bond funds are intended to
23 encourage the federal government and the private sector to make
24 a significant contribution toward the construction of the high-speed
25 train network.

26 ~~(d) The initial segments shall be built in a manner that yields~~
27 ~~maximum benefit consistent with available revenues.~~

28 ~~(e) After the initial investment from the state, operating revenues~~
29 ~~from the initial segments and funds from the federal government~~
30 ~~and the private sector will be used to pay for expansion of the~~
31 ~~system. It is the intent of the Legislature that the entire high-speed~~
32 ~~train system shall be constructed as quickly as possible in order~~
33 ~~to maximize ridership and the mobility of Californians.~~

34 (f) At a minimum, the entire 700-mile system described in the
35 High-Speed Rail Authority's Business Plan should be constructed
36 and in revenue service by 2020. It is the intent of the Legislature
37 that the entire high-speed train system shall be constructed as
38 quickly as possible in order to maximize ridership and the mobility
39 of Californians, and that it be completed no later than 2020, and

1 *that all phases shall be built in a manner that yields maximum*
2 *benefit consistent with available revenues.*

3 SEC. 2. Section 2704.04 of the Streets and Highways Code,
4 as added by Section 2 of Chapter 697 of the Statutes of 2002, is
5 amended to read:

6 2704.04. (a) It is the intent of the Legislature by enacting this
7 chapter and of the people of California by approving the bond
8 measure pursuant to this chapter to initiate the construction of a
9 high-speed train network consistent with the authority's ~~Final~~
10 ~~Business Plan of June 2000~~ *certified environmental impact report*
11 *of November 2005.*

12 (b) (1) Nine billion dollars (\$9,000,000,000) of the proceeds
13 of bonds authorized pursuant to this chapter, as well as federal
14 funds and other revenues made available to the authority, to the
15 extent consistent with federal and other fund source conditions,
16 shall be used for planning and eligible capital costs, as defined in
17 subdivision (c), ~~for the segment of the high-speed train system~~
18 ~~between San Francisco Transbay Terminal and Los Angeles Union~~
19 ~~Station. Once construction of the San Francisco-Los Angeles~~
20 ~~segment is fully funded, all remaining funds described in this~~
21 ~~subdivision shall be used for planning and eligible capital costs,~~
22 ~~as defined in subdivision (c), for the following additional~~
23 ~~high-speed train segments without preference to order purpose of~~
24 ~~including, but not limited to, the following high-speed train system~~
25 ~~segments:~~

26 (A) ~~Oakland-San Jose-Sacramento to Stockton to Fresno.~~

27 (B) ~~Sacramento-Merced-San Francisco Transbay Terminal to~~
28 ~~San Jose to Fresno.~~

29 (C) ~~Los Angeles-Inland Empire-Oakland to San Jose.~~

30 (D) ~~Inland Empire-San Diego-Fresno to Bakersfield to Palmdale~~
31 ~~to Los Angeles Union Station to Anaheim to Irvine.~~

32 (E) ~~Los Angeles-Irvine-Los Angeles Union Station to Riverside~~
33 ~~to San Diego.~~

34 (F) ~~Los Angeles Union Station to Irvine.~~

35 (2) Revenues generated by operations above and beyond
36 operating and maintenance costs shall be used to ~~fund complete~~
37 construction of the high-speed train system, *as defined by the*
38 *authority If excess revenues exceed the amount needed for the*
39 *high-speed train system, those revenues shall be deposited in the*
40 *General Fund.*

1 (c) Capital costs eligible to be paid from proceeds of bonds
2 authorized for high-speed train purposes pursuant to this chapter
3 include all activities necessary for acquisition of right-of-way,
4 construction of tracks, structures, power systems, and stations,
5 purchase of rolling stock and related equipment, and other related
6 capital facilities and equipment.

7 (d) Proceeds of bonds authorized pursuant to this chapter shall
8 not be used for any operating or maintenance costs of trains or
9 facilities.

10 (e) The State Auditor shall perform periodic audits of the
11 authority's use of proceeds of bonds authorized pursuant to this
12 chapter for consistency with the requirements of this chapter.

13 SEC. 3. Section 2704.06 of the Streets and Highways Code,
14 as added by Section 2 of Chapter 697 of the Statutes of 2002, is
15 amended to read:

16 2704.06. Nine billion dollars (\$9,000,000,000) of the money
17 in the fund, upon appropriation by the Legislature, shall be
18 available, without regard to fiscal years, for planning and
19 construction of a high-speed train system in this state, consistent
20 with the authority's ~~Final Business Plan of June 2000~~ *certified*
21 *environmental impact report of November 2005*, as subsequently
22 modified pursuant to environmental studies conducted by the
23 authority.

24 SEC. 4. Section 2704.08 of the Streets and Highways Code,
25 as added by Section 2 of Chapter 697 of the Statutes of 2002, is
26 amended to read:

27 2704.08. (a) Proceeds of bonds authorized for high-speed train
28 purposes pursuant to this chapter shall not be used for more than
29 one-half of the total cost of construction of track and station costs
30 of each segment of the high-speed train system.

31 (b) *Not more than 10 percent of the proceeds of bonds*
32 *authorized pursuant to this chapter shall be used for environmental*
33 *studies, planning, and engineering activities.*

34 (c) *In selecting each specific segment for construction and prior*
35 *to awarding a construction contract, the authority shall have a*
36 *detailed funding plan for that segment that identifies the full cost*
37 *of constructing the segment and the sources of all revenues needed*
38 *to complete construction of the segment.*

39 (d) *In selecting each specific segment for construction, the*
40 *authority shall give priority to those segments that require the*

1 *least amount of bond funds as a percentage of total cost of*
2 *construction, shall consider the utility of that segment for other*
3 *passenger rail services, and shall ensure that any other passenger*
4 *service provided on that segment will not result in any operating*
5 *or maintenance cost to the authority.*

6 SEC. 5. Section 2704.095 of the Streets and Highways Code,
7 as added by Section 2 of Chapter 697 of the Statutes of 2002, is
8 amended to read:

9 2704.095. (a) (1) Of the proceeds of bonds authorized pursuant
10 to this chapter, nine hundred fifty million dollars (\$950,000,000)
11 shall be allocated to eligible recipients for capital improvements
12 to intercity and commuter rail lines and urban rail systems ~~to that~~
13 *provide direct connectivity to the high-speed train system and its*
14 *facilities, or that are part of the construction of the high-speed*
15 *train system as that system is described in subdivision (b) of*
16 *Section 2704.04* ~~and to, or that provide capacity enhancements~~
17 *and safety improvements. Funds under this section shall be*
18 *available upon appropriation by the Legislature in the Annual*
19 *Budget act for the eligible purposes described in subdivision (d).*

20 (2) Twenty percent (one hundred ninety million dollars
21 (\$190,000,000)) of the amount authorized by this section shall be
22 allocated for intercity rail to the Department of Transportation, for
23 state-supported intercity rail lines that provide regularly scheduled
24 service and use public funds to operate and maintain rail facilities,
25 rights-of-way, and equipment. A minimum of 25 percent of the
26 amount available under this paragraph (forty-seven million five
27 hundred thousand dollars (\$47,500,000)) shall be allocated to each
28 of the state's three intercity rail corridors.

29 The California Transportation Commission shall allocate the
30 available funds to eligible recipients consistent with this section
31 and shall develop guidelines, *in consultation with the authority,*
32 *to implement the requirements of this section. The guidelines shall*
33 *include provisions for the administration of funds, including, but*
34 *not limited to, the authority of the intercity corridor operators to*
35 *loan these funds by mutual agreement between intercity rail*
36 *corridors.*

37 (3) Eighty percent (seven hundred sixty million dollars
38 (\$760,000,000)) of the amount authorized by this section shall be
39 allocated to eligible recipients, except intercity rail, as described

1 in subdivision (c) based upon a percentage amount calculated to
2 incorporate all of the following:

3 (A) One-third of the eligible recipient's percentage share of
4 statewide track miles.

5 (B) One-third of the eligible recipient's percentage share of
6 statewide annual vehicle miles.

7 (C) One-third of the eligible recipient's percentage share of
8 statewide annual passenger trips.

9 The California Transportation Commission shall allocate the
10 available funds to eligible recipients consistent with this section
11 and shall develop guidelines to implement the requirements of this
12 section.

13 (b) For the purposes of this section, the following terms have
14 the following meanings:

15 (1) "Track miles" means the miles of track used by a public
16 agency or joint powers authority for regular passenger rail service.

17 (2) "Vehicle miles" means the total miles traveled, commencing
18 with pullout from the maintenance depot, by all locomotives and
19 cars operated in a train consist for passenger rail service by a public
20 agency or joint powers authority.

21 (3) "Passenger trips" means the annual unlinked passenger
22 boardings reported by a public agency or joint powers authority
23 for regular passenger rail service.

24 (4) "Statewide" when used to modify the terms in paragraphs
25 (A), (B), and (C) of paragraph (3) of subdivision (a) means the
26 combined total of those amounts for all eligible recipients.

27 (c) Eligible recipients for funding under paragraph (3) of
28 subdivision (a) shall be public agencies and joint powers authorities
29 that operate regularly scheduled passenger rail service in the
30 following categories:

31 (1) Commuter rail.

32 (2) Light rail.

33 (3) Heavy rail.

34 (4) Cable car.

35 (d) Funds allocated pursuant to this section shall be used for
36 connectivity with the high-speed train system or for the
37 rehabilitation or modernization of, or safety improvements to,
38 tracks utilized for public passenger rail service, signals, structures,
39 facilities, and rolling stock.

(e) Eligible recipients may use the funds for any eligible rail element set forth in subdivision (d).

(f) In order to be eligible for funding under this section, an eligible recipient under paragraph (3) of subdivision (a) shall provide matching funds in an amount not less than the total amount allocated to the recipient under this section.

(g) An eligible recipient of funding under paragraph (3) of subdivision (a) shall certify that it has met its matching funds requirement, and all other requirements of this section, by resolution of its governing board, subject to verification by the California Transportation Commission.

(h) Funds made available to an eligible recipient under paragraph (3) of subdivision (a) shall supplement existing local, state, or federal revenues being used for maintenance or rehabilitation of the passenger rail system. Eligible recipients of funding under paragraph (3) of subdivision (a) shall maintain their existing commitment of local, state, or federal funds for these purposes in order to remain eligible for allocation and expenditure of the additional funding made available by this section.

(i) In order to receive any allocation under this section, an eligible recipient under paragraph (3) of subdivision (a) shall annually expend from existing local, state, or federal revenues being used for the maintenance or rehabilitation of the passenger rail system in an amount not less than the annual average of its expenditures from local revenues for those purposes during the 1998–99, 1999–2000, and 2000–01 fiscal years.

(j) Funds allocated pursuant to this section to the Southern California Regional Rail Authority for eligible projects within its service area shall be apportioned each fiscal year in accordance with memorandums of understanding to be executed between the Southern California Regional Rail Authority and its member agencies. The memorandum or memorandums of understanding shall take into account the passenger service needs of the Southern California Regional Rail Authority and of the member agencies, revenue attributable to member agencies, and separate contributions to the Southern California Regional Rail Authority from the member agencies.

SEC. 6. Section 3 of Chapter 697 of the Statutes of 2002, as amended by Section 3 of Chapter 44 of the Statutes of 2006, is amended to read:

Sec. 3. Section 2 of Chapter 697 of the Statutes of 2002, as amended by Sections 2 and 3 of Chapter 71 of the Statutes of 2004, ~~and as further amended by Sections 1 and 2 of the act amending this section in the 2005-06 Regular Session~~ *Chapter 44 of the Statutes of 2006, and as further amended by Sections 2 to 5, inclusive, of the act amending this section in the 2007-08 Regular Session*, shall take effect upon the adoption by the voters of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, as set forth in Section 2 of Chapter 697 of the Statutes of 2002, as amended by Sections 2 and 3 of Chapter 71 of the Statutes of 2004, ~~and as further amended by Sections 1 and 2 of the act amending this section in the 2005-06 Regular Session~~ *Chapter 44 of the Statutes of 2006, and as further amended by Sections 2 to 5, inclusive, of the act amending this section in the 2007-08 Regular Session*.

SEC. 7. Section 4 of Chapter 697 of the Statutes of 2002, as amended by Section 4 of Chapter 44 of the Statutes of 2006, is amended to read:

Sec. 4. (a) Section 2 of Chapter 697 of the Statutes of ~~2003~~ 2002, as amended by Sections 2 and 3 of Chapter 71 of the Statutes of 2004, ~~and as further amended by Sections 1 and 2 of the act amending this section in the 2005-06 Regular Session~~ *Chapter 44 of the Statutes of 2006, and as further amended by Sections 2 to 5, inclusive, of the act amending this section in the 2007-08 Regular Session*, shall be submitted to the voters at the November 4, 2008, general election in accordance with provisions of the Government Code and the Elections Code governing the submission of statewide measures to the voters.

(b) Notwithstanding any other provision of law, all ballots of the November 4, 2008, general election shall have printed thereon and in a square thereof, exclusively, the words "Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century" and in the same square under those words, the following in 8-point type: "This act provides for the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. For the purpose of reducing traffic on the state's highways and roadways, upgrading commuter transportation, improving people's ability to get safely from city to city, alleviating congestion at airports, reducing air pollution, and providing for California's growing population, shall the state build a high-speed train system and improve existing

1 passenger rail lines serving the state's major population centers
2 by creating a rail trust fund that will issue bonds totaling \$9.95
3 billion, paid from existing state funds at an average cost of ____
4 dollars (\$____) per year over the 30-year life of the bonds, with
5 all expenditures subject to an independent audit?" The blank space
6 in the question to appear on the ballot pursuant to this subdivision
7 shall be filled in by the Attorney General with the appropriate
8 figure provided by the Legislative Analyst relative to the annual
9 average cost of the bonds. Opposite the square, there shall be left
10 spaces in which the voters may place a cross in the manner required
11 by law to indicate whether they vote for or against the measure.

12 (c) Notwithstanding Sections 13247 and 13281 of the Elections
13 Code, the language in subdivision (b) shall be the only language
14 included in the ballot label for the condensed statement of the
15 ballot title, and the Attorney General shall not supplement, subtract
16 from, or revise that language, except that the Attorney General
17 may include the financial impact summary prepared pursuant to
18 Section 9087 of the Elections Code and Section 88003 of the
19 Government Code. The ballot label is the condensed statement of
20 the ballot title and the financial impact summary.

21 (d) Where the voting in the election is done by means of voting
22 machines used pursuant to law in the manner that carries out the
23 intent of this section, the use of the voting machines and the
24 expression of the voters' choice by means thereof are in compliance
25 with this section.

26 SEC. 8. This act is an urgency statute necessary for the
27 immediate preservation of the public peace, health, or safety within
28 the meaning of Article IV of the Constitution and shall go into
29 immediate effect. The facts constituting the necessity are:

30 In order to modify the provisions of a general obligation bond
31 measure on the November 4, 2008, general election ballot that
32 would authorize the issuance and sale of bonds for the financing
33 of a high-speed passenger train system and for other related
34 purposes, it is necessary that this act take effect immediately.

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MEMO

DATE: April 10, 2008

TO: Maglev Task Force

FROM: Richard Marcus, Program Manager, Maglev/High-Speed Rail Program
marcus@scag.ca.gov 213-236-1819

SUBJECT: Group discussion on the future of the Maglev Task Force

BACKGROUND:

Chair Lou Bone will lead a group discussion on the future purpose and direction of the Maglev Task Force.

MEMO

DATE: April 10, 2008

TO: Maglev Task Force

FROM: Richard Marcus, Program Manager, Maglev/High-Speed Rail Program
marcus@scag.ca.gov 213-236-1819

SUBJECT: Coordination with San Diego/SANDAG on Maglev/High-Speed Rail issues

BACKGROUND:

Richard Marcus, SCAG staff, will give a brief update on coordination efforts with SANDAG of the San Diego region regarding Maglev/High-Speed rail.

MEMO

DATE: April 10, 2008

TO: Maglev Task Force

FROM: Richard Marcus, Program Manager, Maglev/High-Speed Rail Program
Marcus@scag.ca.gov/213-236-1819

SUBJECT: Future of LAX-Orange County and West L.A.-Palmdale Maglev/High Speed segments.

BACKGROUND:

Chair Lou Bone will lead a discussion on the future of two Maglev/High-Speed Rail segments: LAX – Orange County and West L.A. – Palmdale.